GRUMMAN plane news

Vol. 36 No. 2, Bethpage, N.Y. January 28, 1977

Get $9 million award for B-1 stabilizer work

Grumman has been awarded a contract valued at more than $9 million to manufacture three sets of horizontal stabilizers for the U.S. Air Force's B-1 strategic bomber.

The contract for the first three production aircraft was awarded by Rockwell International Corporation's B-1 Division, system contractor on the B-1 program.

The B-1 stabilizers, each 30 feet long, are the largest one-piece advanced composite structures ever built. They will be constructed from graphite epoxy material with boron-graphite covers on the structures.

"Awarding of this important contract is an outgrowth of our research and development efforts," said Grumman Aerospace Chairman and President George Skurla. "It is an indication of our advanced manufacturing techniques and the Air Force's confidence in our ability to produce composite structures successfully."

Advanced composites, which are laminated from fibrous materials such as graphite and boron, are lighter, stronger and stiffer than steel.

Production stabilizer sets will be manufactured at Grumman's aerospace composites facility in Milledgeville, Ga. Delivery of the initial horizontal stabilizer set is scheduled for September, 1978.

Grumman began development on the composite horizontal stabilizer program in July of 1973 at Bethpage in Plants 3 and 5. The $20 million Air Force development contract for the B-1 horizontal stabilizer called for the production of two shipsets.

Potential for the program—if Congress and the President approve—is for 240 production shipsets over the next nine years, or through 1985.

Lighter Weight

Advanced composite assemblies will be more than 500 pounds lighter per shipset than the metal assemblies built for the first three B-1 prototype aircraft now in flight test. This weight reduction will result in significant cost savings in fuel requirements for the B-1.

The B-1 is being produced to modernize the Air Force's strategic bomber force. Manned bombers are recognized by military experts as offering the greatest degree of flexibility in this country's triad (three-pronged) strategic force of bombers and land-based and sea-launched missiles.

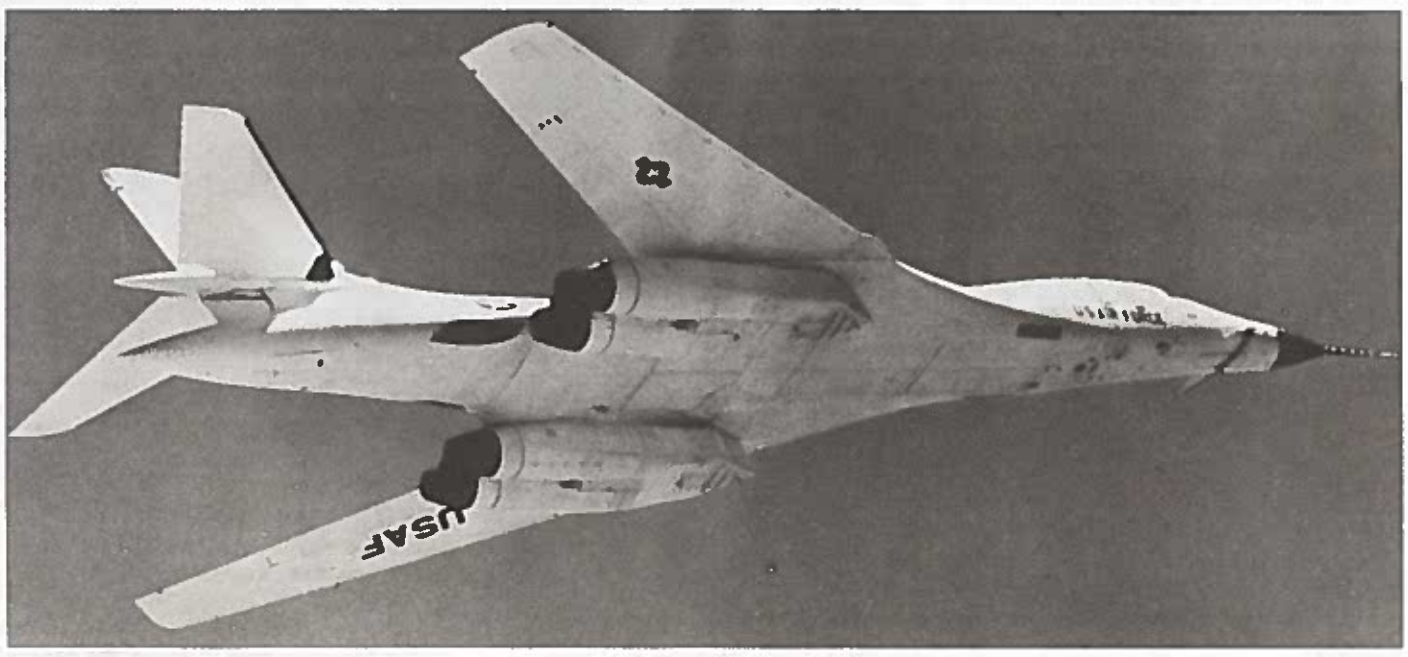
A major advantage of the B-1 over all previous heavy bombers will be its designed-in ability to avoid enemy defenses by flying at near the speed of sound at very low altitudes.

Penetration at low altitudes enables the B-1 crews to confuse a potential enemy by using hills, mountains, trees and buildings as shields from radar detection—the heart of all modern anti-aircraft defenses.

"Composites technology has been in rapid growth during the last decade," said Bill Zarkowsky, vice president and general manager of Milledgeville Operations. Milledgeville specializes in composite component manufacturing.

"There were a lot of unknowns we had to contend with, but we have now reached a level of maturity. This B-1 contract represents a major milestone for composites for aerospace and for many other structural requirements."

NORTHERN EXPOSURE. Governor Reubin Askew of Florida stopped on a recent trip to New York to visit with George Skurla, Chairman and President of Grumman Aerospace, and to view operations at Calverton. Governor Askew, shown with Skurla touring the F-14 production line, expressed especial interest in those components and assemblies produced for F-14, E-2C, EA-6B, and A-6E at Stuart, Florida.



TEST FLIGHT. U. S. Air Force B-1 is shown during flight over California test site.

They're finding the key to Pride of Workmanship

Two Grumman manufacturing departments recently reached a new high level of quality workmanship.

Both accomplished the feat in record time. They are the first in the Pride of Workmanship program to complete level four of work excellence.

Pride of Workmanship bas been described as a program of "doing it right the first time" which will result in a reliable, quality product and a satisfied customer.

It has encouraged people to feel responsible for any work defects they may have caused, detect them whenever possible and report them to Quality Control for correction.

Four groups in Department 028, Plant 1, nacelle assembly, have been doing this and hit the mark first. A month later, team B of Department 880, Plant 77, Stuart, Florida, also claimed the honor. Team B works on the aft section of the F-14.

"Pride of Workmanship is a program for recognition of excellence in team performance by Grumman personnel," says Joe Kingfield, director of Operations Quality, who heads the program with Bill Voorhest.

On entry into the program, a department seeks to attain level one. Generally speaking, the level is successfully completed when the group maintains a standard of no more than two and a half work defects per employee, per 40 hour week.

Each succeeding level makes greater demands for excellence through less defects. A team's target at each level depends on the performance standard it set during the previous level.

Levels one, two, and three run for 14 consecutive weeks each. Level four continues for 28 consecutive weeks. To capture an award for any level, a team must hit its target each week of the level. If it fails to do so any week, it must start over again.

Awards are given for the completion of each level. For level one each Grummanite receives an achievement certificate; level two, a mug; and for level three, a jacket. Level four awards are gold key pins or charms for the women and gold key tie tacs or clasps for the men. The key is the symbolic Pride of Workmanship emblem.

Self criticism

Said foreman Paul Giwoyna: "We did a great job of hitting our target every week during level four because each keyman joined in the spirit of competition. Also, everyone in 028 checked everyone else's work. If people pulled boners, they were told about it right away. That way they try to get it right the first time."

"I think team B completed level four because they're all specialists in their jobs," says Lou Blum, foreman. "They don't really need any inspectors. They're self-critical and proud of the very technical work they handle."

"Pride of Workmanship is a program that aims at doing it right the first time," says Kingfield.

Satisfied customer

"Quality workmanship has an essential role in manufacturing. It means a satisfied customer. And that's what we're here for. Quality starts with the employee doing the job, checking his or her own work. We're very pleased that so many are doing that."

When the program started in July '75, one percent of manufacturing personnel were involved. Today 76 percent are represented. The goal for '77 is to enlist 90 percent.

Program success

The program has been so successful that overall defects have been cut in half in participating departments.

Since the beginning of this year, 36 percent of the manufacturing work force have reached level four. They have completed the first three levels of 14 weeks each, hitting every assigned target defect rate.

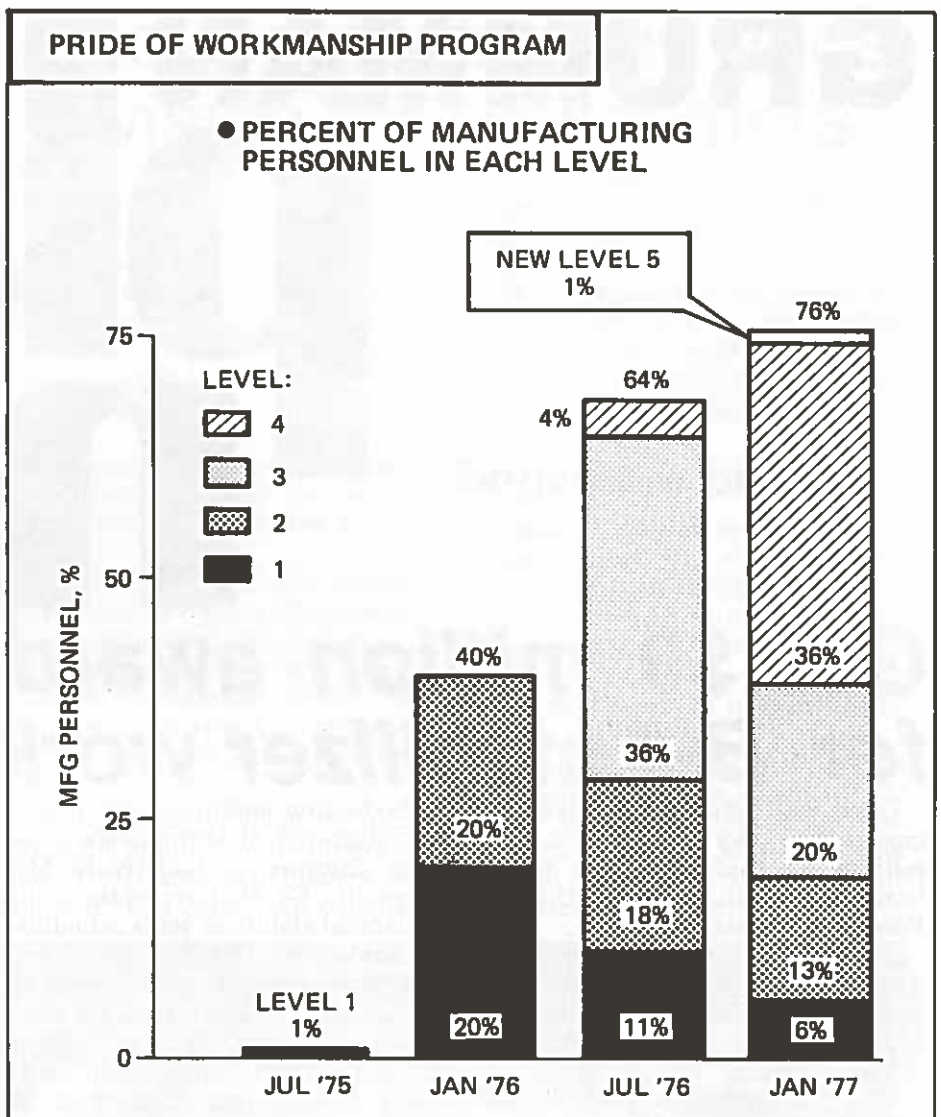
"The enthusiasm of Grumman employees for the Pride of Workmanship program is very great because of the dedication of every single employee in it," says Kingfield. "It is a measure of the belief of Grummanites in the project that so many have jumped on board and pursued it vigorously."

Note to parents

Parents are reminded that dependent health insurance on children who reach age 19 before the end of January 1977 will expire February 1, 1977 unless they are full-time students. (Coverage on full-time students expires February 1st following their 22nd birthday.)

Transfer to one of several plans of individual health insurance is available on a direct-payment basis. Applications and rate information are available from Employee Services (ES) offices and the Insurance Department in Plant 28.

Parents who are incapable of self-support because of mental or physical handicaps, and who have children who reach age 19 before January 1, 1977, may call Dolores Stierle, Ext. 6292, for information concerning continued dependent coverage under the Grumman Group Insurance Plan.



MEASURE OF PROGRESS—Bar graph shows increase in percentage of total force in Pride of Workmanship project since start and progress of personnel through program levels.

Aircraft program deliveries keep up with pace set in '76

Last year Grumman Aerospace beat the clock on most of its aircraft programs.

More than 94 per cent of the 165 aircraft turned out by Grumman in 1976 were delivered on or ahead of schedule, says Joe Bradley, manager of Corporate Master Scheduling.

That pace shows no sign of subsiding. Bradley reports that as of January 17, every A-6E modification and every F-14 slated for completion this month has been delivered. In fact, three Tomcats due in February have been sold.

Such an early start boosts Grumman's time schedule in fulfilling this year's order of 161 aircraft. That includes 36 F-14s for the Iranian government and for the U.S. Navy, 36 F-14s, six EA-6Bs, 11 A-6Es and seven E-2Cs.

This year's aircraft modification and overhaul programs list 28 A-6Es, seven EA-6BI-CAPs, nine OV-1 conversions (one held over from '76), 12 OV-1 cyclic overhauls, two HU-16s (from last year), one TC-4C TRAM, and six RV-1Ds.

According to Bradley, from last March until year's end, all aircraft programs stayed on or ahead of schedule with the exception of one A6-E modification delivered just three days late.

GRUMMAN plane news

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Associate Editors
Kathy Housley
Charles McGowran

Editorial Assistant
Laura Solla

Telephone
Plane News: 3293
Plane News from outside line: 516-575-3293

Key field service reps now report to Skurla

Last week George Skurla, Chairman and President of Grumman Aerospace, continued his program of preparing the company for the future by shifting major elements of Field Service—the director, area supervisors, and site managers—to report directly to his office.

In making the announcement, Skurla stated that having senior Field Service personnel at each field site, reporting directly to him, would be of mutual benefit to Grumman and the customer because it would assure direct lines of communication should operational requirements or future business considerations require his personal attention.

The decision is one that reflects Skurla's stated intention to be constantly aware of customers' requirements and improve operational readiness of Grumman products within Navy and Marine Corps air units. He says this move will also improve Grumman's capability of introducing the EF-111A into Air Force squadrons.

Field Service has a rich and proud tradition at Grumman, one shaped in part by Roger Kahn who took over as its first director nearly 40 years ago. This tradition has been carried on by Nick Scobbo, the current director of the department, who had been Kahn's deputy, almost from the formation of Field Service.

Kahn was a colorful ambassador for the company. A successful song writer and band leader in the Thirties and scion of a wealthy family, he added a dash of élan by piloting his own red-hot Grumman F8F Bearcat (also painted red) on his travels to bases around the country.

But more important, he reported directly to Jake Swirbul, then president of Grumman. Any messages or complaints from the customer transmitted from the field to Bethpage would unerringly find their way to Swirbul's desk—and he was known to take action. During World War II and Korea, that type of arrangement assured the strong support necessary for success in the field.

At one time, a service representative could go aboard a carrier and feel confident he could singularly resolve most problems likely to occur. By the mid-60's, however, with the introduction of planes like the A-6, E-2, and later the EA-6B and F-14, the scope of Field Service had broadened dramatically. Additional specialized technical support became necessary on a variety of avionic and aircraft systems. As weapons systems became more complex, the added concerns of publications, spares, training, carrier outfitting, etc., became increasingly important.

They're 'Mr. Grumman'

Terry Newitt, Wes Moseman, Walt Schnaderbeck, Nick DeJesu, Jim Russell, Butch Scherer, and Tom Lawrence, who have grown up in the field, are now area supervisors. They are largely responsible for ensuring that all of these support elements are addressed in a timely, professional manner. Although their names may not be well known to many Grummanites, on carriers and shore bases around the world, their word is Grumman's bond.

Their working environment is in the customer's bailiwick, not the secure confines of a company facility. They must play by the other guy's rules, so to speak, and each is thought of as "Mr. Grumman" by their military counterparts. If they promise, they must produce, or the company and the customer are in trouble.

NEW LOOK. Reviewing plans with Chairman and President George Skurla for transfer of Field Operations activities to his office are Bob Watkins (L), assistant to the President, and Nick Scobbo, director of Field Operations. (Photo by Fred Annette)

So it's important, Skurla says, that they have a direct pipeline to him, as their predecessors had to Jake Swirbul. "We're in a very critical period for the company. We've introduced not only the F-14 to the fleet in recent years, but improved versions of the E-2, A-6, and EA-6B as well.

"We can be proud that Grumman now has more rudder pedals on carrier decks than any other aerospace firm, but we must make sure that we provide the necessary support so that our planes can meet their operational commitments. That's really the name of the game—operational readiness," said Skurla. "Without it, the customer is in trouble."

'Showing the Colors'

Since he became President nearly three years ago, Skurla has backed up his campaign to improve operational readiness by "showing the colors" for Grumman, as he puts it, during flying visits to fleet units all over the world. It was on these visits that he became convinced of the need for a closer tie between the President's office and field service activities.

Skurla has directed that Bob Watkins of his office work closely with Scobbo to ensure that communication and action with field activities are direct and productive at all levels. Watkins started in Field Service in 1954 and served there for 12 years before joining Skurla at Kennedy Space Center, and later at Calverton.

In a sense Skurla is turning back the clock to the days of Jake Swirbul and rekindling a much stronger working relationship between himself, as Chief Operating Officer, and his personal representatives at various field sites. This new organization provides the direct communication pipeline he believes will benefit both the customer and Grumman.

That portion of Field Service—the director, area supervisors, and site managers—being shifted to a closer tie-in with the President's office will be known as Field Operations.

Field Operations and ILS Field Service will coordinate in such areas as tech rep reassignment, briefings, status reporting, on-the-job training schedules, selection of reps and team leaders for assignment to field sites and carriers, and data exchange on activities that stretch across both organizations. Responsibility for financial control and manpower planning for contractors technical and maintenance services remains in the ILS Department.

The interface between Field Operations and the rest of the company is critical, according to Scobbo. "We expect to work increasingly closer with all programs and departments in supporting our products in the field," he said. "We need the cooperation and understanding of all the 'back home' organizations so that our people in the field can function effectively."

WIRE VIRTUOSO—Roosevelt O'Neil, wire assemblyman in Plant 43, operates a semi-automatic wire wrap board machine. Tape controlled device automatically locates correct terminal and makes connection to component board of CAT III D computerized test station. Process saves time and reduces error by eliminating hand wire wrapping. (Photo by Harry Prodromides)

Aaron Lampkin

Ted Ho

Norma Aschner

Rocky Panza

Seeking a job change?.. A counselor could help

Are you satisfied with the work you do now? Is it really what you want to do? If you would like a change, maybe there's something you can do about it.

See a Grumman career counselor in the Personnel Development department.

A counselor can help you understand your strengths, job skills, and goals. After consultation, you'll have better answers to such questions as:

- What are my interests?
- How do they fit into my career plans?
- What career opportunities are available within the company?
- Should I continue my education?
- Will the company sponsor my new training?
- What financial aid programs are available for part-time students?

Career Information

These are some of the questions Joelyn Iannone, manager of Personnel Development and a career counselor, can answer for employees interested in career development.

The Personnel Development department provides career-minded persons with information on in-house voluntary training courses, courses given by local colleges, and special training programs.

Iannone says her office also assists in resume writing and how to respond during an interview.

However, she emphasizes that preparation for and pursuit of a career goal does not guarantee a job will be available when an employee is ready for it.

Pat Bates, a group secretary in Salary Administration, has been with the company two years and sought career counseling. "I didn't want to stay in the secretarial world," she says. "I wanted to remain with Grumman but I would like to advance myself and enter business administration."

Now that she has spoken to Iannone, she attends the New York Institute of Technology where she studies for an associate degree in Business Administration. Grumman pays for some of her courses on a sliding scale that depends on her grades.

Before Norma Aschner, personnel administrator for Operations Quality, went to career development, she already was studying for a business degree.

"I wish career counseling assistance was possible five years ago," she said. "I can see now I would have taken different courses. When I go for my master's degree, I intend to see Joelyn because her office has such excellent advice for educational programs."

Aaron Lampkin, electronics technician for Quality Engineering, was urged by his supervisor, Prisco (Rocky) Panza, to seek assistance at the Personnel Development office.

Rocky says, "I told Aaron to speak to Joelyn because I knew she'd give him good advice. When I read the article about career counseling in PLANE NEWS last year, I went to their office and investigated for myself. It's the place to go for anyone interested in career guidance."

Specialized Courses

Aaron had been going to night school three years for a degree in electrical engineering. Because of his counselor's advice, he has transferred to The State University of New York at Farmingdale where the courses are more specialized for his needs and he will get his degree sooner too.

Ted Ho, an engineer in Plant 31, wondered whether he should go back to school for a management degree. His administrator, John Harriman, told him about the guidance office.

Says Ho: "The counselor gave me the confidence I needed to put in two years at night school on an accelerated course. He recommended the courses that would be most helpful to my career."

"Try to set a goal for yourself," says Joelyn Iannone. "Then see a career development counselor to evaluate your personal career goals."

The department is open to all Grumman employees, she says. For an appointment, call Plant, 28, Ext. 6147.

obituaries

WILLIE B. HAMMOND of Jigs Details & Sub-Assy., Plant 2, died January 9 at the age of 59. He had been with the company since 1952 and lived at 12 E. Marshall St., Hempstead.

ARTHUR W. HOFFMAN of Wing Sub-Assy., Plant 36, died January 7 at the age of 48. He worked for Grumman since 1952 and resided at 176 16th St., W. Babylon.

ARTHUR J. NEEB of Instrum. Sys. Des., Plant 7, died January 13 at age of 33. He worked for the company since 1966 and lived at 8 Orchid Dr., Terryville.

DAVID A. PEARSALL of Central Receiving, Plant 24, died January 10 at the age of 38. He worked for Grumman since 1966 and lived at 2621 Oceanside Rd., Oceanside.

GERARD A. ZEO of Elect. Box Pan. & Draw. Fab., Plant 43, died January 8 at the age of 40. He worked for Grumman since 1965 and resided at 51 Barrett Ave., Bayport.

ANTHONY LAURA of Elect. Cable Fab., Plant 44, died January 16 at age 54. He worked for Grumman since 1974 and resided at 922 No. Broome St., N. Lindenhurst.

Personal

I wish to thank my manager Jerry Rainford, co-workers in Dept. 784, Accounting Dept., and all my friends in Pl. 30 for their kindness and generosity during my recent illness. **Sophia Agiesta**

We sincerely thank Grumman Employee Services and fellow employees for their generosity and kind expression of sympathy. **Henry Lada and family**

The family of John Otto Schineis would like to thank all our friends at Grumman for their generosity and kindness during our recent bereavement. **Hedwig Schineis and sons.**

I would like to thank each of Roy's friends personally for their kindness to me and my children. Your gifts and thoughtful expressions of sympathy have helped me through a very trying time. It's comforting to know that Roy had so many friends who loved him. **Carol D. Thorstenson.**

Free diabetes tests offered

A diabetes screening test and education program is available at no cost to Grummanites.

The simple blood test to detect abnormal levels of blood sugar is available at the office of the Long Island Chapter of the New York Diabetes Association, 401 Broad Hollow Road, Melville.

The free tests will be given between the hours of 9 a.m. to 5 p.m. Monday through Friday.

The association also will show participants a film on diabetes and what to do to prevent it.

Some 250 Grummanites already have taken the blood test and some 150 Grummanites saw the film when chapter representatives were at Plant 35 earlier this month.

Terri Kivelowitz, field director of the Long Island chapter, said her organization would like to return to Grumman to do their detection and education program if there is sufficient interest. In the meantime, she said, free testing can be done at the chapter office.

Kivelowitz said diabetes is the third leading cause of disease in the United States. She said there are 28,000 diabetics in Nassau County who are unaware they have the disease.

Diabetes is a leading cause of blindness, kidney disease, heart disease and circulatory problems that can lead to amputations, she said.

Correction

A story in the Jan. 14, 1977, issue of PLANE NEWS about shuttle wings contained numerous and regrettable errors.

The wings weigh approximately 11,200 pounds each, not 12,700 pounds as reported. The wings will be shipped by barge to Port Elizabeth, N.J. and then to Long Beach, Cal.

The wings are equipped with a simulation of a thermal seal for structural purposes only. The seal is located between the wing's trailing edge and the elevons.

The orbital wings are 750 pounds lighter than those delivered for the horizontal flight vehicle of the OV101 Shuttle.

Putting new face on old LMs for museum display

The talented Grumman retirees who restored an F4F Wildcat two years ago for the Smithsonian Institution are back to work again.

This time, the "Wildcat Commandos" are rebuilding two Grumman Lunar Modules for museum exhibition: one for the Franklin Institute Museum in Philadelphia; the other for the Nassau County Museum.

Responsibility for restoring the two Grumman spacecraft for public viewing couldn't have fallen into more capable hands.

'Fine Restoration Job'

Smithsonian Air and Space Museum director Mike Collins, who orbited the moon in the first lunar landing in 1969, called the retirees' work on the Grumman F4F "the finest restoration job I've ever seen." A Smithsonian restoration expert supported that opinion by describing the retiree project as a "first class job."

A few members of the volunteer squad including team leader Art Romeo also had a hand in rebuilding Charles Lindbergh's first aircraft, a Curtiss "Jenny" for the L.I. Early Fliers Club. Their handiwork recently received national inspection during the Inaugural Parade in Washington, D.C.

Double Task

Restoring two Lunar Modules at the same time is an ambitious undertaking, but Romeo says he's got the most competent and talented crew for the job. A quick glance at the volunteers' résumés re-affirms Romeo's evaluation:

Bill Adams, more than 30 years' experience with U.S. Navy's Bureau of Aeronautics at Grumman during LM program on loan to NASA to supervise environmental test support effort at Grumman....Joe Stryjewski, 32 years, and Charlie Staffeodt, 37 years, both longtime co-workers and friends in Tool and Dye department....William Murdock, assembler who still remembers the comment he heard during his 30 years at Grumman: "Call Murdock, he'll do it. ...." Tony Ferraioli, 21 years in Quality Control; Milt Guttenberger, 37 years, Shipping and Spares....

Easy-going Pace

The retirees have made a smooth transition from restoring a 40-year-old WWII fighter to rebuilding the world famous Lunar Module of the Space Age.

Jake Bussolini, who planned this venture and is providing overall project coordination, states: "The cooperation has been fantastic. Erwin McCalla has been assisting me, and Bob Specht has been acting as engineering consultant to the restoration team.

"We have more equipment in our Warehouse work area this time 'round," states Romeo. "Some of the men continue to work on detailed parts in their home workshops, too."

"We've had many Grummanites offer their services," continues Bussolini, "but right now Art Romeo and his team have the ball."

Acquiring the drawings and some of the spare parts has not been as trying as with the F4F project. "But, we still had to move plenty of boxes to locate the LM drawings. They weren't as yellow and aged as the 1940s' records, though."

Rebuilding two LMs also has its advantages. Retirees specializing in tooling methods have designed jigs and fixtures to assist in the production of detailed parts for both space vehicles.

A good portion of the material procurement responsibilities is handled by John Kost. With more than 32 years experience in the Saw Department, he is very familiar with all areas of the company ranging from small assembly to warehouses to scrap.

He is often called upon for his technical advice, since he handled all cutting phases on the LM operation.

"The most amazing part of this project," remarks Bussolini, "is the retirees' enthusiasm and teamwork. We took the team to Philadelphia to examine the site where the LM will be located and since then, I haven't been able to hold them back. The output will su:ely represent a standing symbol of product excellence in the Grumman tradition."

Though they changed their title from Commandos to Spacecats, they work every Tuesday at the same easy-going pace as they did during the previous restoration project.

"Everyone is here because he wants to be here," says one retiree. "It's like a country club. You're working with your old-time buddies."

But it is not one big coffee clatch. Says Romeo: "We do have certain production milestones to meet, and we still have the same dedication we had on the job at Grumman...but here we set our own pace and have a good time joking about things that just don't affect us anymore...overtime, vacation requests, raises...."

Winter Haven

To some, the six-hour work week is a welcome escape from the humdrum of shoveling snow. To others, it is another activity to fit into their already tight schedule.

Chris Herrnkind, a former supervisor in the Purchasing Department, serves on the executive committee of the Retiree Club when he's not busily working on his woodwork projects.

BACK HOME AGAIN—Grumman Retiree Restoration team members busily work on two Lunar Modules for exhibit in Franklin Institute Museum in Philadelphia and The Nassau County Museum. (Photo by Jim Wagner)

Joe Riccobano, in charge of LM drawings and records, volunteers at a local youth organization. He is also treasurer of the Retiree Club.

"Coming here in winter fills the gap that normally is for gardening and travelling during the warmer season," he says.

George Smith, a 37-year Grummanite, assists Romeo in re-licensing planes for the FAA. He also works as night supervisor at a local youth center.

For Joe Oliver, there is little time for idleness. He and his wife of 45-years bave adopted the neighborhood children.

In his basement machine shop, he finds challenge in assisting inventors who make working models for patent approval. And, in his spare time, Joe serves as treasurer of the Hicksville Kiwannis Club.

Since September, the crew of 17 have devoted their Tuesdays from 9 a.m. to 3 p.m. Completion of both LMs is slated for this summer. According to Romeo, at the first sign of a spring thaw, the work week will be extended to two six-hour days. No one is griping about the "over-time."

As volunteer Charlie Chlanda pointed out: "We're open when we get here, closed when we're tired."

No matter what pace, the retiree restoration team is well aware of their contributions.

As one longtime member of the Grumman family stated: "We've been given the chance to provide future generations with a reminder of the efforts of Grumman men and women in the Nation's space program. And, we're going to do it in the Grumman tradition: a top-notch job."

Some after-hours classes changed

Registration for Training and Development Department's after-hours spring courses will be daily from Monday, January 31 to Friday, February 4.

The complete listing of courses appeared in the last issue of PLANE NEWS. Additional copies of this semester's classes are posted on bulletin boards at all Long Island facilities.

There have been some changes in the original listing. Please note the following:

- Those Grummanites working the night shift should call (516) 575-7350 during regular hours to register.

- Electricity II (FF 00009—40 hours) will not be offered at Calverton (as previously announced). It will be at Bethpage, Plant 39, 4:30 p.m. to 7 p.m., starting Tuesday, February 15.

- Electronics I (FF 00010—40 hours) will not be at Bethpage. The course will be taught at Calverton, Room 3 in Plant 8's Training Trailers from 4 p.m. to 6 p.m., beginning Wednesday, February 16.

- Integrated Circuits for Technicians (FF 00347—30 hours) will be at Bethpage (instead of Calverton) in Plant 39, 5 p.m. to 7 p.m., Wednesday, February 16.

H.F. Hauser | C. Gianino | E.B.Maguire | J. Tylinski | G.E. Rochedieu | C. Blazeyewski | L. Keller | R.G. Miller | S. Gapinski

L.Tessier | S. Glick | A.W. Cooley | R. Aiello | B.J. Bruno | L.R. Picardi | E.J. Hartman Sr. | R.E. Guion | H.C. Holland

H. Weigner | E.M. Collins | J.F. Quinn | R.P. Altmann | J.L. Rannou | A.J. Reder | A.J. Monahan | P. H[illegible] | P.B. Cooper

service milestones

40

George G. Trigg, Prototype (2)
August J. Ripp, R.C. Mgt/Stf. (3)

35

Lorenzo F. Zacarese, Sub-Assy (1)
Stanley E. Nosel, Elect. Fab. (1)
John L. Koloski, Employee Serv. (1)

Tuition reminder

Application forms and general rules for the Grumman Tuition Reimbursement Program are now available at all Employee Services (ES) offices and Field Base Administration offices.

Students are reminded that applications for the spring semester must be filed with the Tuition Reimbursement Office, Dept. 327, Plant 39, within 30 days of the school's last date of registration.

Sven Abramson, Heat Treat (3)
Benjamin J. Mroz, Production Supervision (3)
Edward P. Whelan, Stockrooms (3)
Fred G. Theobald, Out-Of-Prod Spares (4)
Anthony Cosmo, Mech. Struct. & Proto. (5)
Carl N. Sandford, Program Mgt. (5)
William C. Donnelly, Assy. Tool. & Handl. Equip. (6)
Frank Pewarski, Plant Protection (18)
John W. Souier, Sub-Assy. (27)
Anthony Marshut, Sub-Assy. (27)
Robert A. Silz, Production Supervision (27)
John I. Patton, Resource Mgt. (35)
Edward F. Mussler, A/C Sys. Serv. (80)
Herman D. Siegel, QC Supplier (87)
Lawrence T. Bignami, Production (88)
Charles Kolonoski, Production (88)
Anthony L. Hronick, ILS Site Mgt. (89)

30

Robert C. Simonetti, Fuselage Assy. (1)
Stanley J. Wierzbicki, Router & Shear (2)
Frank B. Pennino, Heat Treat (2)
Frederick R. Hicks, Maint-Facl. Equip. & Gen. (2)
Joseph Domanski, Spot Weld (3)
Ernest J. Anzalone, Flt. Ops. (4)
Robert Strnad, Fluids (6)
Anthony F. Campagne, TS Mfg. Mech. Fab. (36)
George R. Wurston, Status & Control (43)
Lester H. Whaley, Invent. Mgt. (44)

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Alexander Ferrara, Tool Maint. & Repair (1)
Henry F. Hauser, Mfg. Tech. Prod. Serv. (1)
James O'Brien, Mfg. Admin. (2)
Carl Gianino, Jigs & Fixtures (2)
Edward B. Maguire, Mach. Shop (2)
Albert Kost Jr., Templates (2)
John Tylinski, Maint-Rearrangement (2)
George E. Rochedieu, Insp-Mech. (2)
Charles Blazeyewski, Honeycomb Final (3)
Lorenz Keller, Maint-Rearrangement (3)
Raymond G. Miller, Airport Ops. (4)
Stefan Gapinski, Static Test (5)
Harold Weigner, Avionics Test (5)
Edward M. Collins, Maint. Indust. Cntl. (5)
Charles C. Birs Jr., Environ. Dynamic Test (5)
John F. Quinn, Maint-Rearrangement (6)
Rudolf P. Altmann, Mach. Shop (6)
John L. Rannou, Jigs, Det., & Sub-Assy. (6)
Andrew J..Reder, Cent. Shipping Handling (17)
Alfred J. Monahan, Cent. Shipping Handling (17)
Walter Kerupetski, Trans-Ops. (20)
Philip Hill, Trans-Ops. (20)
Leonard Tessier, Receiving Insp-General (24)
Seymour Glick, PPO — E-2 (25)
Daniel F. Schirmer, Sub-Assy. (27)
John R. Russ, Tool Maint. & Repair (27)
Arthur W. Cooley, Prog. Estimating/Pricing (30)
Joan M. Shannon, Info. Rec. & Serv. (35)
Richard Aiello, Release & Control (35)
Benedetto J. Bruno, Stockrooms (36)
Lester R. Picardi, Drafting (36)
Edmond J. Hartmann Sr., TS Critical Matl. Cntl. (36)
Ralph E. Guion, Electro-Optical Des. (40)
Thomas Fitzpatrick, Invent. Mgt. (44)
Paul B. Cooper, Qual. Cntl. (88)

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Also included in this month is Herbert C. Holland of the Technology Department, Milledgeville, Ga.

20

Vincent J. Maroldo, Maint-Facl. Equip. & Gen. (1)
Vincent F. Fiust, Repro Serv. (1)
Walter J. Budd, Insp-Mech. (1)
George Sustman, Tanks & Ducts (2)
Donald L. Swezey, Clean & Descaling (2)
Alvin E. Schreyer, EBW-Final Assy. (2)
Joseph H. Boccuzi, Prod-Cntl-Parts (2)
Robert E. Box, Maint-Rearrangement (2)
George H. Baker, Maint-Rearrangement (2)
Louis Oliveira, Maint-Facl. Equip. & Gen. (2)
William T. Fraser, Presentation Serv. (2)
John J. King, Insp-Mech. (2)
Haywood T. Hammond, Employee Serv. (2)
Robert Dee, Spot Weld (3)
Robert J. Cardinale, Fuselage Assy. (3)
John Miller Jr., Honeycomb Final (3)
Robert C. Andrews, Honeycomb Bonding (3)
Joseph Falco, Production Supervision (3)
William Gandley, Production Supervision (3)
Bernard W. Dwyer, Repair Control (3)
Anton L. Eser, Trans-Ops. (3)
Jerome W. Barlow, Flt. Trans. (4)
Albin Borysewicz, Structural Des. (5)
Friedrich R. Wilms, Environ. Cntl. Des. (5)
William J. Tebo, Bus. Dev. Mgt/Stf. (5)
James M. Minicozzi, Corp. Instrum. Sys. (5)
Stanley J. Domagala, Estimating/Pricing (5)
Henry H. Buckley, Instr. Test (6)
Carmine N. DiMare, Instr. Test (6)
John D. Gazzola, Production Mgmt. & Stf. (6)
Robert J. Kobus, Assy. Methods & Plng. (6)
Robert W. Thompson, Mach. Shop (6)
John J. Morgan, Elect. & Mech. ILS Suppt. (6)
Frank J. Pauly, Director, Engg. & Stf. (6)
William Despagni, Mfg. Insp. Mech. (6)
August P. Jauch, Mfg. Insp. Mech. (7)
Joseph F. Kessler, Maint-Rearrangement (14)
Howard A. Healy, Plant Protection (18)
Charles B. Cook, Aerodynamics Stf. (25)
Walter Blazejewski, Plexiglass (27)
William C. Taylor, Employment (28)

(Continued on page 7)

Food Services believes Grummanites deserve a break – every day

Imagine having to get up at four in the morning to make 140 gallons of soup, bake 100 pies and have it all ready by lunch. Food Services personnel did all those things yesterday. And they will keep on making meals six days a week until Grummanites stop eating.

Feeding 12,000 persons a day is a little different than having company over for dinner. The task requires, among other things, 220 employees, nine cafeterias, eight buffeterias, five trucks and a great deal of food.

Dick Kosse

Dick Kosse, director of Food Services, explains the departments goal: "We are operating to please employees, to make sure they're happy eating here. If they aren't, we don't have jobs."

To keep our customers satisfied, says Kosse, "We buy the best food and offer a good selection. A local restaurant may run an occasional special, but our prices are generally lower than outside. Besides, the service is fast and you don't have to hop in your car and drive anywhere."

A quick check at three local restaurants shows a Grumman lunch does cost less (an average of about 60 cents) with an even greater difference if the outside meal includes the cost of a drink and tip.

Of course, no one's ever going to confuse a Grumman Cafeteria with the Rainbow Room. Many Grummanites just want to get away from a work environment for lunch and maybe have a drink.

Food Services isn't going to start serving alcoholic beverages to employees "eating in," but they will continue monthly luncheon specials. There also are plans to begin theme days with selections dedicated to certain national foods.

"We want more customers," says Kosse, "because with a larger base we'll have more money coming in and hopefully — no price increases."

As elsewhere, Food Services' is faced with rising costs. "Of course that's our major problem," says Kosse. "Take coffee. The price has more than doubled in the past 18 months. We haven't raised our prices, but coffee is certainly no longer a money maker."

That expensive coffee (96,000 pounds a year) and every other food item is received at the master commissary next to Plant 2. The building houses a shipping and receiving area, bakeshop, kitchen, storage room freezer/lockers, and offices.

All raw goods are received there and cooked, processed or stored. The finished products are shipped to outlying plants.

Dave Schrader is the commissary's production supervisor. His main task is to prepare the menus and regulate the dispensing of food.

"The most difficult job is anticipating the needs of each cafeteria", said Schrader. Today, for instance, it's snowing like crazy. There will be faces in the cafeteria we've never seen before. We tried to make sure there is enough food, but it's difficult when you realize that most of it is shipped out by 8:30.

"Uniformity is important too. A bowl of soup is expected to be comparable with the last one. That means today's 140 gallons of minestrone have to be made just like the last batch."

Fresh Daily

Soup and almost everything else available from Food Services, is cooked or prepared fresh each day. "We make everything here," says Schrader, "and only use commercially-prepared items in an emergency."

Mel Greene is the master chef of Food Services. He checks out each culinary concoction and supervises the preparation of each selection. Mel gets up at 4 a.m. and arrives at work at 5:30 a.m.

"Sure I enjoy it," says Mel. "The only problem, or restriction, when making food for so many people is it must be underseasoned. I'd like to spice it up, but we've got to satisfy a lot of people. There's no question, though. The food is the best quality."

Food Services buys their products on a bid system, usually from local vendors to support area business and insure freshness. The commissary is usually stocked with fresh vegetables, fruits, poultry, meats and a variety of vending machine items.

The 800 machines throughout the Grumman complex are owned, maintained and stocked daily by Food Services personnel. Mary Hollingsworth (who starts work at six each morning) helps prepare the edible items for the dispensers.

CHICKEN DELIGHT—Mel Green, master chef of Food Service, at work in kitchen.

"I enjoy working in food preparation," says Mary, "but recently I've been going to bed at seven-thirty just to get enough sleep."

John Callori, the commissary's assistant chef, always is busy tasting soup, checking roasts or performing other kitchen duties. Glancing up from a 140-gallon kettle of steaming broth, John knows that some folks criticize the work of Food Services, but he looks at it this way: "You know, food is one of the easiest things to complain about, especially institutional food. It's a shame, really, because the meals we prepare here are made from the best ingredients and, I think, something to be proud of."

Service Milestones

(Continued from page 6)

Helene G. Stone, Sec. & Pers. Serv. Mgmt. (28)
Alice G. Kehoe, Proc. Financial Controls (30)
Frances E. Zuk, Procurement Serv. (30)
Nelson Simpson, Invent. Plng. & Analy. (30)
John M. Donovan, Tech. Req. (30)
Kathleen Wolfe, Telephone Serv. (30)
Dominick M. Cutalo, Matls. Acct. (30)
Marion Groll, Invoice Audit (30)
Eardley G. Westmorland, ILS Log. Sys. Dev. (35)
Edwin Lerner, Structural Mech. Stf. (35)
William W. Williams, Sub-Assy. (36)
Robert L. Feinman, Center Sect. Final (36)
Edward F. Hilbert, Ctr-Sect. Maj. & Subs. (36)
Robert D. Angio, Insp-Mech. (36)
John J. Fox, B/P Warehouses (37)
Walter O. Besendorfer, Structural Analy. (40)
Ronald C. Braun, Mech. Det. & Finish (43)
Joseph T. Hogan, Production Supervision (44)
Michael Tama, Maint. Admin. (56)
Howard T. Holland, Administration (60)
Philip Dressel, Base Supply Office (60)
George J. Wagner, Sub-Assy. (77)
Paul K. Barry, F-14 Maj. Assy. (77)
Joseph E. German Jr., QC Qual. Engg. (89)
Henry C. Hering, Grumman Houston

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Sergei N. Camp, ILS Req. Def. (1)
Marilyn K. Logue, Repro Serv. (1)
George V. Wagner Jr., Prototype (2)
Robert H. Pargmann, Safety (2)
Aaron Dean, Wing Sub-Assy. (3)
Raymond A. Winslow, Mach. Op-Tech. Serv. (3)
Mary E. Hutter, Medical (3)
Jack LaCara, QC Tech. Serv. (3)
Constance Perillo, Comm. & Spec. Products (4)
William R. Hall, Avionics Test (5)
Francis W. Kratochvil, Prod. Dev. Center (5)
Victor I. Jaro, Elect. Install. (6)
Richard R. Miller, Corp. Instrum. Sys. (7)
Sabatino T. Donatone, Meas. Stnd. Lab. & Log. Ops. (12)
Phillip Dunn, Analog Hybrid Comp. (14)
Stephen H. Lowe, ILS Servo/Trng. Dev. Engg. (15)
Salvatore P. Migliore, Sys. Engg. Proj. Enggs. (15)
Donald F. Smith, Sub-Sys. Reliability (25)
Alois T. Beck, Displays Instr. & Light (25)
William J. Cross, Config. Data Mgmt. (25)
Harvey Warner, Config. Data Mgmt. (25)
August DiFlorio, Maint. Admin. (30)
Pamela R. Seymour, Finance Dept. (30)
Rosario Calabrese, ILS Tech. Writing (34)
Harman Rigby, ILS Tech. Illus. (34)
Thomas R. Cassino, ILS Production (34)
Albert L. Como, ILS Elect. Pkg. (35)
Kenneth G. Leib, Sys. Sciences (35)
Joseph M. Abbondola, Drafting (34)
Harold Halvorsen, Specifications (35)
Leopold R. Brecht Jr., ILS Tech. Serv. (40)
Joseph J. Sena Jr., ILS Servo/Trng. Dev. Engg. (40)
Edward E. Hermanns, Prog. Mgmt. Marine (40)
William E. Sullenger, A/C Sys. Serv. (79)
Myron J. Bennett, Base Mgmt. (88)
George C. Rowe Jr., Production (88)

GAA TABLE TENNIS TOURNAMENT
(ENTRY BLANK)

Name _____

Plant _____ Dept. _____ Ext. _____ Shift: Day ___ Night _____

Division entered Singles ☐ — A
☐ — B
☐ — C
☐ —Ladies
Doubles ☐

Double Partner _____

Ext _____ Plant _____

ENTRY DEADLINE: February 11
Forward to GAA Office

GAA offers variety of vacation packages

The Grumman Athletic Association (GAA) is offering a wide selection of vacation packages this year. On the GAA trip agenda thus far are a two-week trip to California, a two-week vacation in Hawaii, and a week end excursion to Washington, D.C.

Here's a breakdown on the vacation packages:

Washington, D.C.—A weekend excursion to the nation's capital June 3, 4, 5. Included in the $84 per person package are: round trip bus transportation; two nights accommodations at hotel (to be announced); two breakfasts, one dinner, admissions and escort services, On Saturday, the group will visit the White House, Capitol, Ford Theatre, Smithsonian Institution, and the Lincoln and Jefferson Memorials. On Sunday, they will tour Arlington, and Mount Vernon. Single occupancy rate is $99.

California—GAA is offering a charter flight to California July 5 to 19. The United Airlines flight will cost $199 per person. Car rental and hotel packages are optional. Registration will be Feb. 2 in Plant 28 lobby at 5:30 p.m. A $100 deposit is required.

Hawaii—The Aug. 30 to Sept. 14 trip to the 50th state costs $699. Included in the two-week package are: round-trip United Airlines jet transportation; inter-island air via Aloha Airlines; flower lei greeting; seven nights at Hyatt Regency in Honolulu; half-day city sightseeing tour of Honolulu and Mt. Tantalus; four nights in Kona at Kona Surf; full-day cross-island sightseeing tour from Kona to Kilo which includes visits to Hawaiian Volcano National Park, Punaluu Black Sand Beach, and Rainbow Falls; one night in Hilo at Naniloa Surf; all ground transfers via chartered air conditioned buses; and tour completely escorted.

Registration will be Wednesday, Feb. 16, in Plant 28 lobby at 5:30 p.m. A $100 deposit is required.

For more information on all the trips, contact GAA, Ext. 2133/2269.

Table tennis tourney adds a division for newcomers

This year's table tennis tournament adds a new C division to allow all lunch time players the opportunity of winning an award.

The A division is mandatory for all trophy winners from both the A and B divisions of the previous two tournaments. This division is also open to those who feel they are of A division rank.

All entrants who played in previous tourneys, but did not win a trophy, must compete in the B division.

Division C is for all new tournament players. So sign up. Everyone at GAA wants to meet fresh talent.

Another new division this year is the ladies' tournament. Women are encouraged to join the A, B, or C divisions, but they may also play in the category.

The old format of plant by plant table tennis preliminaries will not be followed this year. All players, regardless of their plant, will compete together for the preliminaries.

Tournaments will be in Plant 4, Hangar 2, and Plant 3 Stress Department.

The singles tourney will begin Feb. 22, 1977. When it ends, the doubles contest will commence.

So, sign up. Deadline for tournament entries is Feb. 11, 1977.

Beginners bridge

Beginner's eight week "Rookie Bridge Course" will start Feb. 3 in Plant 30 cafeteria at 5:30 p.m.

For those who have completed the beginner's course or are ready for intermediate instruction, an eight week clinic starts March 31 in the Plant 30 cafeteria at 5:30 p.m.

An eight week course for those who have completed the intermediate classes or are ready for expert instruction will begin May 26 in the Plant 30 cafeteria at 5:30 p.m. Call Hugh Montague at Ext. 5186.

WINNING SMILES—Hank Mehl (3rd L) presents silver trophies to Great River doubles handball winners Bob Richter (L) and partner Bernie Pilossoph. Runners-up Joe Jacklets (3rd R) and Nick Brigante show their awards as Marty Makboulian (R), singles runner-up to winner Bernie Pilossoph, smiles at proceedings. (Photo by Rich Breunig)

GRUMMAN plane news

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